TRENDS

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ASSOCIATION
OF AMERICAN
RAILROADS

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FOR IMMEDIATE RELEASE

WASHINGTON, May 21, 1992 -- Traffic on the nation's railroads is continuing to rebound strongly from the recession-reduced levels reported a year ago, the Association of American Railroads reported today.

Carloadings during the week ended May 16 totaled 334,713, up 4.7 percent from the comparable week last year, with loadings up 5.3 percent in the West and 4.1 percent in the East. Intermodal traffic, which is not included in the carloadings, totaled 129,161 trailers or containers, up 12.2 percent. And ton-miles were estimated to total 20.7 billion, up 6.7 percent from 1991 levels.

"The increase in traffic continues and is another indication that the economy is experiencing steady, and sustained growth," said Dr. Harvey A. Levine, vice president of the AAR's economics and finance department.

"While the weekly decline in lumber and wood products reflects a softness in housing starts, overall traffic is bolstered by gains in automobiles, grain, chemicals and general merchandise, i.e. intermodal," Dr. Levine added.

For the first 20 weeks of 1992, the AAR reported total traffic of 6,432,905 carloads, up 2.4 percent from the comparable 1991 period; 2,473,493 trailers and containers, up 8.7 percent; and 408.4 billion ton-miles, up 5.1 percent.

Railroads reporting to the AAR are responsible for 94 percent of rail carloads and 97 percent of intermodal traffic.

(more)

# WEEKLY TRAFFIC OF MAJOR RAILROADS
## FOR THE WEEK ENDING MAY 16, 1992

### CARLOADS ORIGINATED, BY COMMODITY GROUP

| COMMODITY | WEEK ENDING MAY 16, 1992 | COMPARISON WITH SAME WEEK OF 1991 | CHANGE | COMPARISON WITH PRECEDING WEEK | CHANGE |
|---|---|---|---|---|---|
| Grain | 21,694 | 19,734 | 9.9 % | 20,943 | 3.6 % |
| Farm Products, Ex. Grain | 2,327 | 1,743 | 33.5 | 2,187 | 6.4 |
| Metallic Ores | 20,454 | 17,964 | 13.9 | 19,563 | 4.6 |
| Coal | 122,942 | 122,654 | 0.2 | 121,680 | 1.0 |
| Crushed Stone, Sand & Gravel | 14,121 | 14,977 | -5.7 | 14,402 | -2.0 |
| Nonmetallic Minerals | 9,140 | 9,305 | -1.8 | 9,047 | 1.0 |
| Grain Mill Products | 9,926 | 9,555 | 3.9 | 9,880 | 0.5 |
| Food & Kindred Products | 9,383 | 8,771 | 7.0 | 9,351 | 0.3 |
| Primary Forest Products | 9,457 | 8,776 | 7.8 | 8,828 | 7.1 |
| Lumber & Wood Products | 6,081 | 6,189 | -1.7 | 5,603 | 8.5 |
| Pulp, Paper & Allied Products | 10,126 | 9,755 | 3.8 | 10,196 | -0.7 |
| Chemicals | 30,511 | 28,168 | 8.3 | 30,593 | -0.3 |
| Petroleum Products | 5,732 | 4,896 | 17.1 | 5,530 | 3.7 |
| Stone, Clay & Glass Products | 9,915 | 9,516 | 4.2 | 10,122 | -2.0 |
| Coke | 5,428 | 4,329 | 25.4 | 5,632 | -3.6 |
| Metals & Products | 10,309 | 9,277 | 11.1 | 10,403 | -0.9 |
| Motor Vehicles & Equipment | 20,765 | 18,365 | 13.1 | 19,505 | 6.5 |
| Waste & Scrap Materials | 9,333 | 8,249 | 13.1 | 9,134 | 2.2 |
| All Other Carloads | 7,069 | 7,441 | -5.0 | 7,320 | -3.4 |
| **Total** | **334,713** | **319,664** | **4.7 %** | **329,919** | **1.5 %** |

### SUMMARY: CARLOADS ORIGINATED, INTERMODAL TRAFFIC AND ESTIMATED TON-MILES

| TRAFFIC | WEEK ENDING MAY 16, 1992 1992 | 1991 | CHANGE | CUMULATIVE: 20 WEEKS ENDING MAY 16, 1992 1992 | 1991 | CHANGE |
|---|---|---|---|---|---|---|
| **Carloads Originated** | **334,713** | **319,664** | **4.7 %** | **6,432,905** | **6,279,848** | **2.4 %** |
| **Intermodal Traffic Originated** | | | | | | |
| Trailers | 65,189 | 59,506 | 9.6 | 1,223,351 | 1,177,161 | 3.9 |
| Containers | 63,972 | 55,656 | 14.9 | 1,250,142 | 1,098,073 | 13.8 |
| **Total** | **129,161** | **115,162** | **12.2** | **2,473,493** | **2,275,234** | **8.7** |
| **Estimated Ton-Miles** | | | | | | |
| **Class I Railroads (Billions)** | **20.7** | **19.4** | **6.7 %** | **408.4** | **388.6** | **5.1 %** |

NOTES: Effective with Week 15, CSX Transportation figures include RFP. CSXT's traffic for prior weeks is the sum of CSXT's and RFP's traffic. Traffic interchanged between these roads prior to Week 15 has not been excluded from "received" traffic.

Carloadings are estimated for: Week 14, 1992 - GTW.

TennRail was added to this report as of Week 20, 1992. Figures for 1992 reflect actual traffic handled. Because actual 1991 traffic figures are not available, numbers for 1991 are shown as identical to 1992.

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